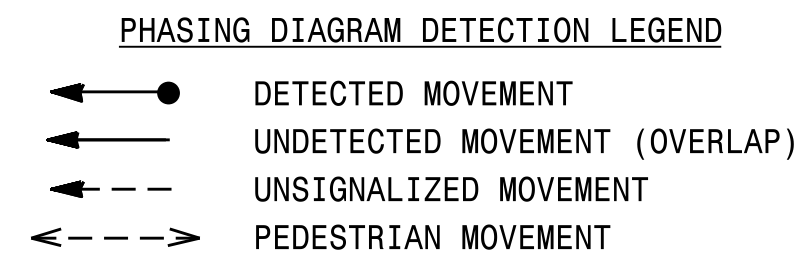
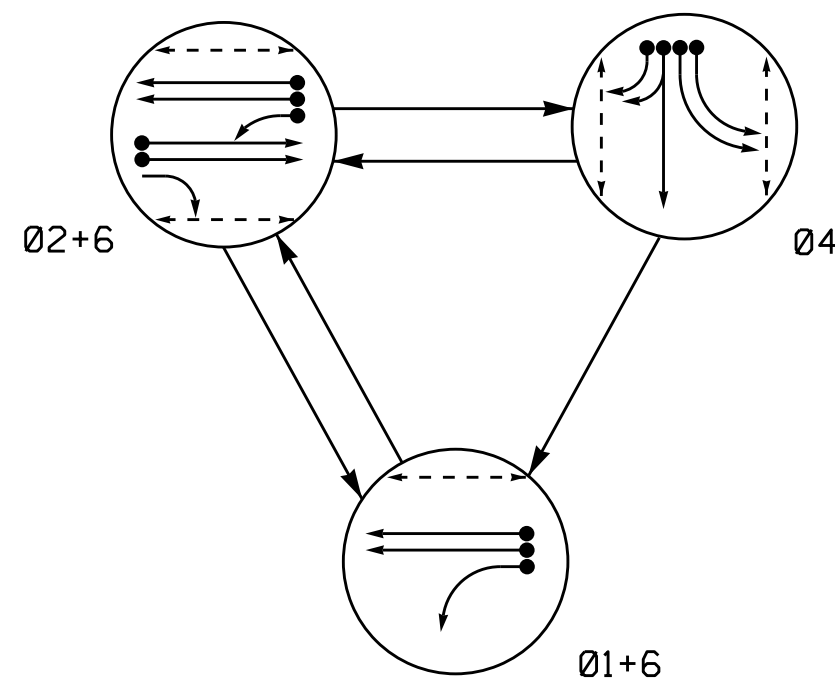
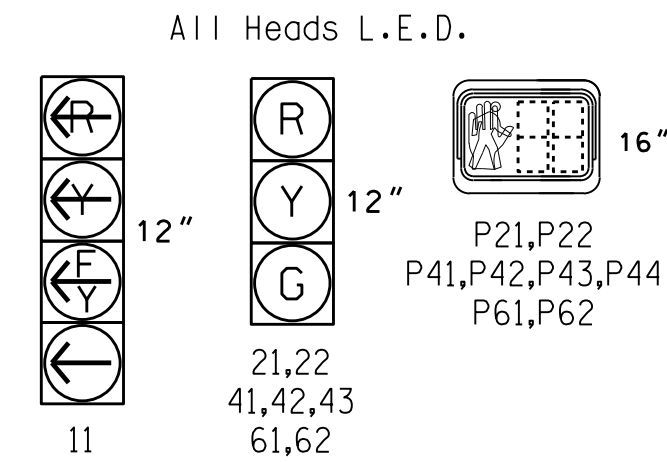


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	04	FUSAR
11	Y	R	Y	
21,22	R	G	R	Y
41,42,43	R	R	G	R
61,62	G	G	R	Y
P21,P22	DW	W	DW	DRK
P41,P42	DW	DW	W	DRK
P43,P44	DW	DW	W	DRK
P61,P62	W	W	DW	DRK

SIGNAL FACE I.D.



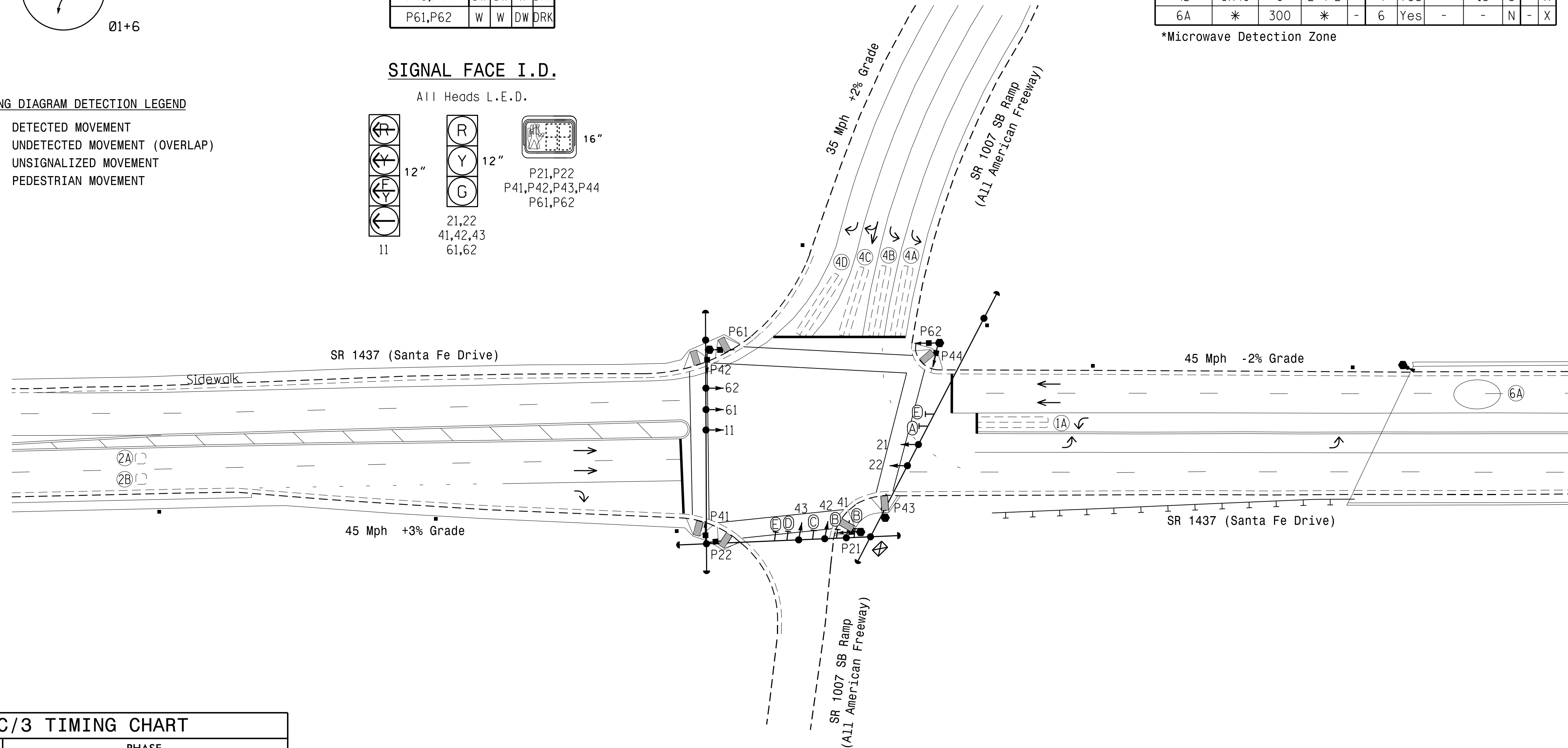
ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	URNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	15	S	- X
					6	Yes	-	3	G	- X
2A	6X6	300	5	-	2	Yes	-	-	N	- X
2B	6X6	300	5	-	2	Yes	-	-	N	- X
4A	6X40	0	2-4-2	-	4	Yes	-	-	S	- X
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	- X
4C	6X40	0	2-4-2	-	4	Yes	-	10	S	- X
4D	6X40	0	2-4-2	-	4	Yes	-	15	S	- X
6A	*	300	*	-	6	Yes	-	-	N	- X

\*Microwave Detection Zone

3 Phase Fully Actuated Fayetteville Signal System

NOTES

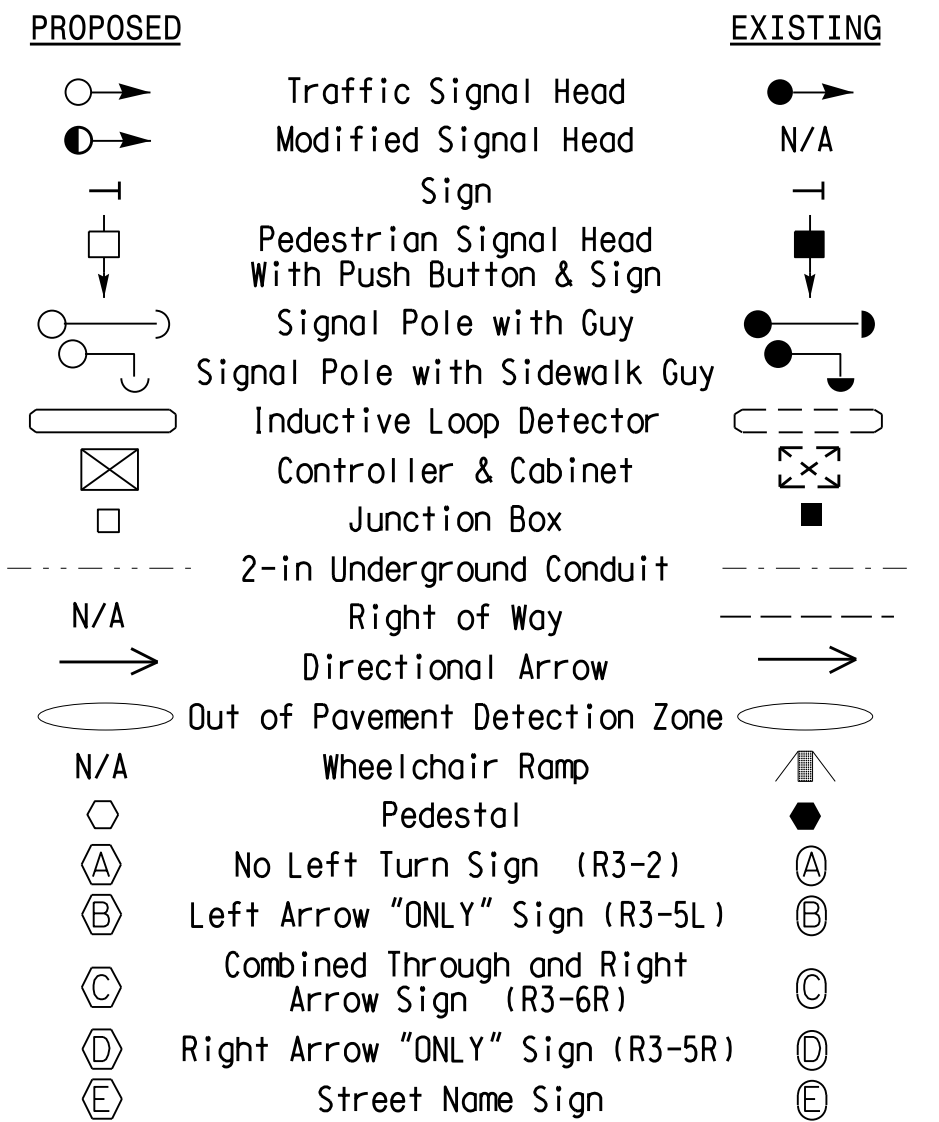
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



ASC/3 TIMING CHART				
FEATURE	PHASE			
	1	2	4	6
Min Green *	7	12	7	12
Walk *	0	7	7	7
Ped Clear	0	14	22	27
Veh. Extension *	2.0	6.0	2.0	6.0
Max 1 *	30	90	40	90
Yellow	3.0	4.7	3.7	4.7
Red Clear	3.5	2.1	2.1	2.1
Actuations B4 Add *	-	0	-	0
Seconds / Actuation *	-	1.8	-	1.8
Max Initial *	-	34	-	34
Time Before Reduction *	-	30	-	30
Time To Reduce *	-	45	-	45
Minimum Gap	-	3.0	-	3.0
Locking Detector	-	X	-	X
Recall Position	-	VEH. RECALL	-	VEH. RECALL
Dual Entry	-	-	-	-
Simultaneous Gap	X	X	X	X

\* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND



Signal Upgrade

	SR 1437 (Santa Fe Drive) at SR 1007 Southbound Ramps (All American Freeway)	SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029904 JASON P. GALLAGHER ENGINEER CALLOWAY
	Division 6 Cumberland County Fayetteville PLAN DATE: December 2015 REVIEWED BY: JPG PREPARED BY: Jeff Spence REVIEWED BY:	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

31-MAY-2016 09:54  
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